Element Performance Inspection (EPI) Data Collection Tool
3.1.9 Aircraft Performance Operating Limitations (OP)

ELEMENT SUMMARY INFORMATION

Purpose of This Element (Certificate Holder's responsibility):

- To ensure that the Certificate Holder's aircraft are operated within the performance limitations of the Aircraft Flight Manual and regulations.

Objective (FAA oversight responsibility):

- To determine if the Certificate Holder follows its procedures, controls, process measurements and interfaces for the Aircraft Performance Operating Limitations process.
- To determine if there were any changes in the personnel identified by the Certificate Holder as having responsibility and / or authority for the Aircraft Performance Operating Limitations process.

Specific Instructions:

- To accomplish this EPI, the inspector should be familiar with the aircraft flight manual performance and operating limitations.

Related EPI(s):

- 3.2.1 Dispatch / Flight Release (OP)
- 3.2.2 Flight / Load Manifest / Weight and Balance Control (OP)
- 3.2.3 MEL / CDL Procedures (OP)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirement(s) (SRRs):

- SRRs:
  121.135(a)(1)
  121.135(b)(1)
  121.135(b)(2)
  121.135(b)(3)
  121.173(a)
  121.173(b)
  121.173(c)
  121.173(d)
  121.173(e)

121.173(f)
121.173(g)
121.175(a)
121.175(b)
121.175(c)
121.175(d)
121.175(e)
121.177(a)(1)
121.177(a)(2)
121.177(a)(3)
121.177(b)
121.179(a)
121.181(a)
121.181(b)
121.181(c)(1)
121.181(c)(2)
121.181(c)(3)
121.181(c)(4)
121.181(c)(5)
121.181(c)(6)
121.183(a)(1)
121.183(a)(2)
121.185(a)
121.185(b)
121.187(a)
121.189(a)
121.189(b)
121.189(c)(1)
121.189(c)(2)
121.189(c)(3)
121.189(d)(1)
121.189(d)(2)
121.189(e)
121.189(g)
121.191(a)(1)
121.191(a)(2)
121.193(a)(1)
121.193(a)(2)
121.193(b)(1)
121.193(b)(2)
121.193(c)(1)
121.193(c)(2)
121.195(a)
121.195(b)
121.195(c)
121.195(d)
121.195(e)
121.197
121.198(a)
121.198(a)(1)

121.198(a)(2)
121.198(b)(1)
121.198(b)(2)
121.198(b)(3)
121.198(b)(4)
121.198(c)
121.198(d)
121.198(e)
121.198(f)
121.198(g)
121.199(a)
121.201(a)
121.201(b)
121.203(a)(1)
121.203(a)(2)
121.205
91.323(a)(1)
91.323(b)(4)
91.9(b)(1)
91.9(b)(2)

Related CFR(s) & FAA Policy/Guidance:

- Related CFRs:
  121.135(a)(2)
  121.135(a)(3)
  121.135(a)(4)
  121.135(b)(13)
  121.135(b)(9)
  91.323(a)(1)
  91.323(b)(4)
  91.605(a)(1)
  91.605(a)(2)
  91.605(a)(3)
  91.605(a)(4)
  91.605(b)(1)
  91.605(b)(2)
  91.605(b)(3)
  91.605(b)(4)(i)
  91.605(b)(4)(ii)
  91.605(c)(1)
  91.605(c)(2)
  91.605(c)(3)
  91.9(a)
  91.9(b)(1)
  91.9(b)(2)

- FAA Policy/Guidance:
  FAA Order 8400.10, Volume 4, Chapter 3

FSAT 95−16A, 95−17
HBAT 98−31A
AC 91−6A

EPI SECTION 1 − PERFORMANCE OBSERVABLES	
Objective: (FAA oversight responsibility): To determine if the Certificate Holder follows its procedures, controls, process measures and interfaces for the Aircraft Performance Operating Limitations.	
Tasks	
To meet this objective, the inspector must accomplish the following tasks:	
1. Review the information listed in the Supplemental Information section of this data collection tool.	
2. Review the policies, procedures, instructions and information for the Aircraft Performance Operating Limitations contained in the Certificate Holder's manual.	
3. Review the associated SAI for this element with emphasis on the controls, process measurements and interface attribute sections.	
4. Observe the Aircraft Performance Operating Limitations process to gain an understanding of the procedures, instructions and information contained in the Certificate Holder's manual.	
5. Discuss the Aircraft Performance Operating Limitations process with the personnel (other than management) who perform the duties and responsibilities required by the process.	
Questions	
To meet this objective, the inspector must answer the following questions:	
1. Were the following Performance Measures met:	
1.1 Did the Certificate Holder ensure that its aircraft are operated in compliance with operating limitations? *Related Performance JTI's:* 1. Check at the aircraft cockpit by observing the performance of the flight crew, that the aircraft was not operated without complying with the operating limitations in the approved Airplane Flight Manual, markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry in accordance with the Certificate Holder's design. *Sources:* 91.9(a)	☐ Yes ☐ No, Explain
1.2 If the Certificate Holder's aircraft were operating in the state of Alaska and utilizing 14 CFR Section 91.323, was the operation in full compliance with the regulation? *Related Performance JTI's:* 1. Check at the aircraft that a Certificate Holder, operating under Part 121 in the State of Alaska and at an increased maximum certificated weight, that the weight at which it is operating does not exceed the maximum certificated weight at which the airplane meets the climb performance requirements under which it was type certificated in accordance with the Certificate Holder's design. *Sources:* 91.323(a)(1); 91.323(b)(4) 2. Check at the Dispatch Center that a Certificate Holder, operating under Part 121 in the State of Alaska and at an increased maximum certificated weight, that the weight at which it is operating does not exceed the maximum certificated weight at which the airplane meets the climb performance requirements under which it was type certificated in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 91.323(a)(1); 91.323(b)(4)	
1.3 When operating any transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) under 14 CFR Part 91, were operations conducted within the limitations of 14 CFR 91.605(a)? *Related Performance JTI's:* 1. Check at the Aircraft cockpit by observing flight crew, that when operating under FAR Part 91, no person makes any take off of any transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the elevation of the airport of takeoff is within the altitude range for which maximum takeoff weights have been determined in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(2) 2. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, that no person operates a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless normal consumption of fuel and oil in flight to the airport of intended landing will leave a weight on arrival not in excess of the authorized maximum landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(3) 3. Check at the Aircraft cockpit by observing flight crew, that when operating under FAR Part 91, no person makes any take off of any transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless normal consumption of fuel and oil in flight to the airport of intended landing will leave a weight on arrival not in excess of the authorized maximum landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(3) 4. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, that no person operates a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the elevations of the airport of intended landing and of all specified alternate airports are within the altitude range for which the maximum landing weights have been determined in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(4) 5. Check at the Aircraft cockpit by observing flight crew, that when operating under FAR Part 91, no person makes any take off of any transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958 unless the elevations of the airport of intended landing and of all specified alternate airports are within the altitude range for which the maximum landing weights have been determined in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 91.605(a)(4) 6. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, that no person operates a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the takeoff weight does not exceed the authorized maximum takeoff weight for the elevation of the airport of takeoff in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(1) 7. Check at the Aircraft Cockpit by observing flight crew, that when operating under FAR Part 91, no person makes any take off of any transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the takeoff weight does not exceed the authorized maximum takeoff weight for the elevation of the airport of takeoff in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(1) 8. Check at the Records Repository that, when operating under FAR Part 91, the records reflect that no person has operated a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the takeoff weight did not exceed the authorized maximum takeoff weight for the elevation of the airport of takeoff in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(1) 9. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, that no person operates a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the elevation of the airport of takeoff is within the altitude range for which maximum takeoff weights have been determined in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(2)	
1.4 When operating any turbine−engine−powered transport category airplane certificated after September 30, 1958, under 14 CFR Part 91, were operations conducted within the limitations of 14 CFR 91.605(b)? *Related Performance JTI's:* 1. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or takes off that airplane unless the takeoff weight does not exceed the takeoff weight specified in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at the time of takeoff in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 91.605(b)(1)

2. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless the takeoff weight does not exceed the takeoff weight specified in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at the time of takeoff in accordance with the Certificate Holder's design.
   Sources: 91.605(b)(1)
3. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless normal consumption of fuel and oil in flight to the airport of intended landing and to the alternate airports will leave a weight on arrival not in excess of the landing weight specified in the Airplane Flight Manual for the elevation of each of the airports involved and for the ambient temperatures expected at the time of landing in accordance with the Certificate Holder's design.
   Sources: 91.605(b)(2)
4. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless normal consumption of fuel and oil in flight to the airport of intended landing and to the alternate airports will leave a weight on arrival not in excess of the landing weight specified in the Airplane Flight Manual for the elevation of each of the airports involved and for the ambient temperatures expected at the time of landing in accordance with the Certificate Holder's design.
   Sources: 91.605(b)(2)
5. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless the takeoff weight does not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering

the elevation of the airport, the runway to be used, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 91.605(b)(3)

6. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless the takeoff weight does not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 91.605(b)(3)
7. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a turbine−engine−powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or operated that airplane unless the takeoff weight did not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway

gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations existed for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determined were designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 91.605(b)(3)

8. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the takeoff run, in the case of airplanes certificated after September 30, 1958, and before August 30, 1959 in accordance with the Certificate Holder's design.
Sources: 91.605(b)(4)(i)
9. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the takeoff run, in the case of airplanes certificated after September 30, 1958, and before August 30, 1959 in accordance with the Certificate Holder's design.
Sources: 91.605(b)(4)(i)
10. Check at the records repository that when operating under FAR Part 91, no person has operated a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the takeoff run, in the case of airplanes certificated after September 30, 1958, and before August 30, 1959 in accordance with the Certificate Holder's design.
Sources: 91.605(b)(4)(i)
11. Check at the Dispatch Center by observing the

responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the runway length, in the case of airplanes certificated after August 29, 1959 in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(4)(ii) 12. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the runway length, in the case of airplanes certificated after August 29, 1959 in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(4)(ii)	
1.5 When operating any turbine−engine−powered transport category airplane certificated after August 29, 1959, under 14 CFR Part 91, were operations conducted within the limitations of 14 CFR 91.605(c)? *Related Performance JTI's:* 1. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, unless, in addition to the requirements of paragraph (b) of this section: 1) The accelerate−stop distance is no greater than the length of the runway plus the length of the stopway (if present). 2) The takeoff distance is no greater than the length of the runway plus the length of the clearway (if present). 3) The takeoff run is no greater than the length of the runway. *Sources:* 91.605(c)(1); 91.605(c)(2); 91.605(c)(3) 2. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958, unless, in addition to the requirements of paragraph (b) of this section: 1) The accelerate−stop distance is no greater than the length of the runway plus the length of the stopway (if present). 2) The takeoff distance is no greater than the length of the runway plus the length of the clearway (if present). 3) The takeoff run is no greater than the length of the runway. *Sources:* 91.605(c)(1); 91.605(c)(2); 91.605(c)(3)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.6 Were operations conducted with the takeoff weight at or below the authorized maximum takeoff weight for the elevation of the airport and for the ambient temperature existing at the time of takeoff? *Related Performance JTI's:* 1. Check at the Dispatch Center by observing the responsible personnel that when operating a turbine engine powered airplane, no airplane takes off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a) 2. Check at the aircraft cockpit by observing the flight crew that when operating a turbine engine powered airplane, no airplane takes off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a) 3. Check at the training center that the training includes, when operating a turbine engine powered airplane, no airplane may take off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a) 4. Check at the Dispatch Center that the responsible company personnel ensures that the load manifest contains the following information concerning the airplane at takeoff time: The maximum allowable weight for that flight that must not exceed the least of the following weights: (1) Maximum allowable takeoff weight for the runway intended to be used (including corrections for altitude and gradient, and wind and temperature conditions existing at the takeoff time). (2) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with applicable en route performance limitations. (3) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with the maximum authorized design landing weight limitations on arrival at the destination airport. (4) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with landing distance limitations on arrival at the destination and alternate airports. *Sources:* 121.693(b)(1); 121.693(b)(2); 121.693(b)(3); 121.693(b)(4) 5. Check at the aircraft cockpit that the flight crew ensures that the load manifest contains the following information concerning the airplane at takeoff time: The maximum allowable weight for that flight that must not exceed the least of the following weights: (1) Maximum allowable takeoff weight for the runway intended to be used (including corrections for altitude and gradient, and wind and temperature conditions existing at the takeoff time). (2) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with applicable en route performance limitations. (3) Maximum takeoff weight considering anticipated fuel and oil	☐ Yes ☐ No, Explain

	consumption that allows compliance with the maximum authorized design landing weight limitations on arrival at the destination airport. (4) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with landing distance limitations on arrival at the destination and alternate airports. *Sources:* 121.693(b)(1); 121.693(b)(2); 121.693(b)(3); 121.693(b)(4)	
1.7	Were takeoff operations conducted within the altitude range for which maximum takeoff weights have been determined for the airport elevation? *Related Performance JTI's:* 1. Check at the Dispatch Center by observing the responsible personnel that when operating a turbine engine powered airplane, no airplane takes off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a) 2. Check at the aircraft cockpit by observing the flight crew that when operating a turbine engine powered airplane, no airplane takes off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a) 3. Check at the training center that the training includes, when operating a turbine engine powered airplane, no airplane may take off at a weight greater than that listed in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at takeoff in accordance with the Certificate Holder's design. *Sources:* 121.189(a)	☐ Yes ☐ No, Explain
1.8	Did the Certificate Holder operate only in compliance with the appropriate operations specifications?	☐ Yes ☐ No, Explain
1.9	Did the Certificate Holder operate only into or out of airports that meet the requirements of 14 CFR 121.97(a) or 14 CFR 121.117(a)? *Related Performance JTI's:* 1. Check at the Dispatch Center that the Certificate Holder conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities. *Sources:* 121.97(b)(1)(i); 121.97(b)(1)(ii); 121.97(b)(1)(iii); 121.97(b)(1)(iv); 121.97(b)(1)(v) 2. Check at the Dispatch Center that the Certificate Holder	☐ Yes ☐ No, Explain

conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.97(b)(2)(i); 121.97(b)(2)(ii); 121.97(b)(2)(iii); 121.97(b)(2)(iv)

3. Check at the Dispatch Center that the Certificate Holder conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.97(b)(3)(i); 121.97(b)(3)(ii); 121.97(b)(3)(iii); 121.97(b)(3)
4. Check at the Dispatch Center that the Certificate Holder conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.97(b)(4)(i); 121.97(b)(4)(ii)
5. Check at the Dispatch Center that the Certificate Holder conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.97(b)(5)(i); 121.97(b)(5)(ii); 121.97(b)(5)(iii); 121.97(b)(5)
6. Check at the Dispatch Center that the Certificate Holder conducting domestic or flag operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.97(b)(6)(i); 121.97(b)(6)(ii); 121.97(b)(6)
7. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.

Sources: 121.97(b)(1)(i); 121.97(b)(1)(ii); 121.97(b)(1)(iii); 121.97(b)(1)(iv)

8. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.97(b)(2)(i); 121.97(b)(2)(ii); 121.97(b)(2)(iii); 121.97(b)(2)(iv)
9. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.97(b)(3)(i); 121.97(b)(3)(ii); 121.97(b)(3)(iii); 121.97(b)(3)
10. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.97(b)(4)(i); 121.97(b)(4)(ii)
11. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.97(b)(5)(i); 121.97(b)(5)(ii); 121.97(b)(5)(iii); 121.97(b)(5)
12. Check at the Dispatch Center of a domestic or flag operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.97(b)(6)(i); 121.97(b)(6)(ii); 121.97(b)(6)
13. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the

following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.97(b)(1)(i); 121.97(b)(1)(ii); 121.97(b)(1)(iii); 121.97(b)(1)(iv)

14. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.97(b)(2)(i); 121.97(b)(2)(ii); 121.97(b)(2)(iii); 121.97(b)(2)(iv)
15. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.97(b)(3)(i); 121.97(b)(3)(ii); 121.97(b)(3)(iii); 121.97(b)(3)
16. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.97(b)(4)(i); 121.97(b)(4)(ii)
17. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.97(b)(5)(i); 121.97(b)(5)(ii); 121.97(b)(5)(iii); 121.97(b)(5)
18. Check at the aircraft cockpit that the Certificate Holder conducting domestic or flag operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.97(b)(6)(i); 121.97(b)(6)(ii); 121.97(b)(6)
19. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate

airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources:

20. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.97(b)(2)(i); 121.97(b)(2)(ii); 121.97(b)(2)(iii); 121.97(b)(2)(iv)
21. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.97(b)(3)(i); 121.97(b)(3)(ii); 121.97(b)(3)(iii); 121.97(b)(3)
22. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.97(b)(4)(i); 121.97(b)(4)(ii)
23. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.97(b)(5)(i); 121.97(b)(5)(ii); 121.97(b)(5)(iii); 121.97(b)(5)
24. Check at the aircraft cockpit of a domestic or flag operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (6) Special

information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.97(b)(6)(i); 121.97(b)(6)(ii); 121.97(b)(6)

25. Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.97(b); 121.97(b)(1)(i); 121.97(b)(1)(ii); 121.97(b)(1)(iii); 121.97(b)(1)(iv); 121.97(b)(1)(v)
26. Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.97(b)(2)(i); 121.97(b)(2)(ii); 121.97(b)(2)(iii); 121.97(b)(2)(iv)
27. Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.97(b)(3)(i); 121.97(b)(3)(ii); 121.97(b)(3)(iii); 121.97(b)(3)
28. Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.97(b)(4)(i); 121.97(b)(4)(ii)
29. Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.97(b)(5)(i); 121.97(b)(5)(ii); 121.97(b)(5)(iii); 121.97(b)(5)
30.

Check at the Training Center of a domestic or flag operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.97(b)(6)(i); 121.97(b)(6)(ii); 121.97(b)(6)

31. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.117(b); 121.117(b)(1)(i); 121.117(b)(1)(ii); 121.117(b)(1)(iii); 121.117(b)(1)(iv)
32. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (2) Runways, clearways, and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.117(b)(2)(i); 121.117(b)(2)(ii); 121.117(b)(2)(iii); 121.117(b)(2)(iv)
33. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.117(b)(3)(i); 121.117(b)(3)(ii); 121.117(b)(3)(iii); 121.117(b)(3)
34. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.117(b)(4)(i); 121.117(b)(4)(ii)
35. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach

procedure. (iii) Missed approach procedure.
Sources: 121.117(b)(5)(i); 121.117(b)(5)(ii); 121.117(b)(5)(iii); 121.117(b)(5)

36. Check at the Dispatch Center that the Certificate Holder conducting supplemental operations has the current aeronautical data for each airport it uses to ensure a safe operation at that airport. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.117(b)(6)(i); 121.117(b)(6)(ii); 121.117(b)(6)
37. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.117(b); 121.117(b)(1)(i); 121.117(b)(1)(ii); 121.117(b)(1)(iii); 121.117(b)(1)(iv)
38. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (2) Runways, clearways, and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.117(b)(2)(i); 121.117(b)(2)(ii); 121.117(b)(2)(iii); 121.117(b)(2)(iv)
39. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.117(b)(3)(i); 121.117(b)(3)(ii); 121.117(b)(3)(iii); 121.117(b)(3)
40. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.117(b)(4)(i); 121.117(b)(4)(ii)

41. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.117(b)(5)(i); 121.117(b)(5)(ii); 121.117(b)(5)(iii); 121.117(b)(5)
42. Check at the Dispatch Center of a supplemental operator, by observing the responsible company personnel, that the appropriate airport analysis data is being used for the flight being worked. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.117(b)(6)(i); 121.117(b)(6)(ii); 121.117(b)(6)
43. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.117(b); 121.117(b)(1)(i); 121.117(b)(1)(ii); 121.117(b)(1)(iii); 121.117(b)(1)(iv)
44. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.117(b)(2)(i); 121.117(b)(2)(ii); 121.117(b)(2)(iii); 121.117(b)(2)(iv)
45. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.117(b)(3)(i); 121.117(b)(3)(ii); 121.117(b)(3)(iii); 121.117(b)(3)
46. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and

landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.117(b)(4)(i); 121.117(b)(4)(ii)

47. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.117(b)(5)(i); 121.117(b)(5)(ii); 121.117(b)(5)(iii); 121.117(b)(5)
48. Check at the aircraft cockpit that the Certificate Holder conducting supplemental operations has aeronautical data for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.117(b)(6)(i); 121.117(b)(6)(ii); 121.117(b)(6)
49. Check at the aircraft cockpit of a supplemental operator by observing the flightcrew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.117(b); 121.117(b)(1)(i); 121.117(b)(1)(ii); 121.117(b)(1)(iii); 121.117(b)(1)(iv)
50. Check at the aircraft cockpit of a supplemental operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (2) Runways, clearways and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.117(b)(2)(i); 121.117(b)(2)(ii); 121.117(b)(2)(iii); 121.117(b)(2)(iv)
51. Check at the aircraft cockpit of a supplemental operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both.
Sources: 121.117(b)(3)(i); 121.117(b)(3)(ii);

121.117(b)(3)(iii); 121.117(b)(3)

52. Check at the aircraft cockpit of a supplemental operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles.
Sources: 121.117(b)(4)(i); 121.117(b)(4)(ii)

53. Check at the aircraft cockpit of a supplemental operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure.
Sources: 121.117(b)(5)(i); 121.117(b)(5)(ii); 121.117(b)(5)(iii); 121.117(b)(5)

54. Check at the aircraft cockpit of a supplemental operator by observing the flight crew that the appropriate airport analysis data is being used for the flight being flown to ensure a safe operation at each airport. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions.
Sources: 121.117(b)(6)(i); 121.117(b)(6)(ii); 121.117(b)(6)

55. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (1) Airports. (i) Facilities. (ii) Public protection. (iii) Navigational and communications aids. (iv) Construction affecting takeoff, landing, or ground operations. (v) Air traffic facilities.
Sources: 121.117(b); 121.117(b)(1)(i); 121.117(b)(1)(ii); 121.117(b)(1)(iii); 121.117(b)(1)(iv)

56. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (2) Runways, clearways, and stopways. (i) Dimensions. (ii) Surface. (iii) Marking and lighting systems. (iv) Elevation and gradient.
Sources: 121.117(b)(2)(i); 121.117(b)(2)(ii); 121.117(b)(2)(iii); 121.117(b)(2)(iv)

57. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that

the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (3) Displaced thresholds. (i) Location. (ii) Dimensions. (iii) Takeoff or landing or both. *Sources:* 121.117(b)(3)(i); 121.117(b)(3)(ii); 121.117(b)(3)(iii); 121.117(b)(3) 58. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (4) Obstacles. (i) Those affecting takeoff and landing performance computations in accordance with Subpart I of this part. (ii) Controlling obstacles. *Sources:* 121.117(b)(4)(i); 121.117(b)(4)(ii) 59. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (5) Instrument flight procedures. (i) Departure procedure. (ii) Approach procedure. (iii) Missed approach procedure. *Sources:* 121.117(b)(5)(i); 121.117(b)(5)(ii); 121.117(b)(5)(iii); 121.117(b)(5) 60. Check at the Training Center of a supplemental operator by observing the responsible company personnel, that the use of appropriate airport analysis data is being properly applied. The aeronautical data must include the following: (6) Special information. (i) Runway visual range measurement equipment. (ii) Prevailing winds under low visibility conditions. *Sources:* 121.117(b)(6)(i); 121.117(b)(6)(ii); 121.117(b)(6)	
1.10 Did the Certificate Holder have an approved system for obtaining, maintaining, and distributing to appropriate personnel current aeronautical data for each airport?	☐ Yes ☐ No, Explain
1.11 Except for nontransport category airplanes certificated before January 1, 1965, did the Certificate Holder have and utilize a current, approved Airplane Flight Manual for each type of airplane that it operates? *Related Performance JTI's:* 1. Check at the Technical Publications Library that there is a current approved airplane flight manual for each type of airplane that it operates except for nontransport category airplanes certificated before January 1, 1965 in accordance with the Certificate Holder's design. *Sources:* 121.141(a) 2. Check at the FAA location that there is a current approved airplane flight manual for each type of airplane that it operates except for nontransport category airplanes certificated before January 1, 1965 in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 121.141(a)	
1.12 Did the Certificate Holder carry the manual required by 14 CFR 121.141(b) on board the aircraft? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the aircraft was not operated if an Airplane Flight Manual was required by FAR 21.5, unless there was available in the aircraft a current, approved Airplane Flight Manual or the manual provided for in ©21.141(b) in accordance with the Certificate Holder's design. *Sources:* 91.9(b)(1) 2. Check at the aircraft cockpit that the aircraft was not operated when an Airplane Flight Manual was not required by ª1.5 of this chapter, unless there is available in the aircraft a current approved Airplane Flight Manual, approved manual material, markings, and placards, or any combination thereof in accordance with the Certificate Holder's design. *Sources:* 91.9(b)(2) 3. Check at the aircraft that if the Certificate Holder elects to carry the manual required by FAR 121.133, (instead of the manual required by 121.141 (a)) any revisions to the operating procedures sections or modifications to the presentation of performance data from the applicable flight manual have been approved by the Administrator; and are clearly identified as airplane flight manual requirements in accordance to the Certificate Holder's design. *Sources:* 121.141(b)(1); 121.141(b)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.13 Did the Certificate Holder have instructions and information to ensure that any company performance data derived from the Airplane Flight Manual included correction for pressure and density altitude? *Related Performance JTI's:* 1. Check at the aircraft cockpit by observing the flight crew, that the procedures to ensure that performance data is corrected for pressure and density altitude are followed in accordance with the Certificate Holder's design. *Sources:* Safety 2. Check at the Training Center, by observing a training class, that the responsible company personnel follow the procedures to ensure that performance data is corrected for pressure and density altitude in accordance with the Certificate Holder's design. *Sources:* Safety 3. Check at the Dispatch Center by observing the responsible company personnel, that the procedures to ensure that performance data is corrected for pressure and density altitude are followed in accordance with the Certificate Holder's design. *Sources:* Safety	☐ Yes ☐ No, Explain
1.14 The following applies to Certificate Holders that operate reciprocating engine powered transport category airplanes:	

1.14.1 Did the Certificate Holder ensure that the takeoff weight does not exceed the authorized maximum takeoff weight for the runway being used after taking into account the temperature operating correction factors in the applicable Airplane Flight Manual?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.2 Did the Certificate Holder ensure that there was adequate performance and clearance from high ground and obstructions when operating a reciprocating engine powered transport category airplane? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3) 4. Check at the aircraft cockpit by interviewing the crewmembers, that they are aware that that if operating a four or more reciprocating engine powered aircraft, that no person may operate that aircraft with two engine inoperative unless it is operated at a weight allowing the airplane, with the two critical engines inoperative, to climb at 0.013 VSO2 feet per minute (that is, the number of feet per minute is obtained by multiplying the number of knots squared by 0.013) at an altitude of 1,000 feet above the highest ground or obstruction within 10 miles on each side of the intended track, or at an altitude of 5,000 feet, whichever is higher in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 121.183(a)(2)	
1.14.3 Did the Certificate Holder takeoff a reciprocating engine powered transport category airplane only when the airport elevation did not exceed the altitude range for which maximum takeoff weights have been determined? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane that no person takes off from an airport located at an elevation outside of the range for which maximum takeoff weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(a) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person takes off from an airport located at an elevation outside of the range for which maximum takeoff weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(a) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off from an airport located at an elevation outside of the range for which maximum takeoff weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.4 Did the Certificate Holder land a reciprocating engine powered transport category airplane only when the airport elevation did not exceed the altitude range for which maximum landing weights have been determined? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off for an airport of intended destination that is located at an elevation outside of the range for which maximum landing weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(b) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person takes off for an airport of intended destination that is located at an elevation outside of the range for which maximum landing weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(b) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off for an airport of	☐ Yes ☐ No, Explain ☐ Not Applicable

intended destination that is located at an elevation outside of the range for which maximum landing weights have been determined for that airplane in accordance with the Certificate Holder's design. *Sources:* 121.175(b) 4. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person has specified, an alternate airport that is located at an elevation outside of the range for which maximum landing weights have been determined in accordance with the Certificate Holder's design. *Sources:* 121.175(c) 5. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person has specified, an alternate airport that is located at an elevation outside of the range for which maximum landing weights have been determined in accordance with the Certificate Holder's design. *Sources:* 121.175(c) 6. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person has specified, an alternate airport that is located at an elevation outside of the range for which maximum landing weights have been determined in accordance with the Certificate Holder's design. *Sources:* 121.175(c)	
1.14.5 Did the Certificate Holder takeoff a reciprocating engine powered transport category airplane only when the weight was at or below the authorized maximum takeoff weight for the elevation of the airport? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane that no person takes off at a weight more than the maximum authorized takeoff weight for the elevation of the airport in accordance with the Certificate Holder's design. *Sources:* 121.175(d) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane that no person takes off at a weight more than the maximum authorized takeoff weight for the elevation of the airport in accordance with the Certificate Holder's design. *Sources:* 121.175(d) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off at a weight more than the maximum authorized takeoff weight for the elevation of the airport in accordance with the Certificate Holder's design. *Sources:* 121.175(d)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.14.6 Did the Certificate Holder operating a reciprocating engine powered transport category airplane conduct a landing when the landing weight was at or below the authorized maximum landing weight for the elevation of the destination airport? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off a reciprocating engine powered transport category airplane if its weight on arrival at the airport of destination will be more than the maximum authorized landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 121.175(e) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, no person takes off a reciprocating engine powered transport category airplane if its weight on arrival at the airport of destination will be more than the maximum authorized landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 121.175(e) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off a reciprocating engine powered transport category airplane if its weight on arrival at the airport of destination will be more than the maximum authorized landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 121.175(e)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.7 Was the Certificate Holder conducting the takeoff of a reciprocating engine powered transport category airplane able to stop the airplane safely on the runway, as shown by the accelerate−stop distance data, at any time until reaching critical engine−failure speed? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off that airplane unless it is possible to stop the airplane safely on the runway, as shown by the accelerate stop distance data, at any time during takeoff until reaching critical−engine failure speed in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(1) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, no person takes off that airplane unless it is possible to stop the airplane safely on the runway, as shown by the accelerate stop distance data, at any time during takeoff until reaching critical−engine failure speed in accordance with the Certificate Holder's design.	☐ Yes ☐ No, Explain ☐ Not Applicable

Sources: 121.177(a)(1) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off that airplane unless it is possible to stop the airplane safely on the runway, as shown by the accelerate stop distance data, at any time during takeoff until reaching critical−engine failure speed in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(1)	
1.14.8 If the critical engine failed at any time after a reciprocating engine powered transport category airplane reached critical engine−failure speed V1, was the operator able to continue takeoff and reach a height of 50 feet, as indicated by the takeoff path data, before passing over the end of the runway? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is possible if the critical engine fails at any time after the airplane reaches critical−engine failure speed V1, to continue the takeoff and reach a height of 50 feet, as indicated by the takeoff path data, before passing over the end of the runway in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(2) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, no person takes off an airplane unless it is possible if the critical engine fails at any time after the airplane reaches critical−engine failure speed V1, to continue the takeoff and reach a height of 50 feet, as indicated by the takeoff path data, before passing over the end of the runway in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(2) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off an airplane unless it is possible if the critical engine fails at any time after the airplane reaches critical−engine failure speed V1, to continue the takeoff and reach a height of 50 feet, as indicated by the takeoff path data, before passing over the end of the runway in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(2)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.9 Was a reciprocating engine powered transport category airplane operated only when it was possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees?	☐ Yes ☐ No, Explain ☐ Not Applicable

Related Performance JTI's: 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off an airplane unless it is possible to clear all obstacles either by at least 50 feet vertically (as shown by the takeoff path data) or 200 feet horizontally within the airport boundaries and 300 feet horizontally beyond the boundaries, without banking before reaching a height of 50 feet (as shown by the takeoff path data) and thereafter without banking more than 15 degrees in accordance with the Certificate Holder's design. *Sources:* 121.177(a)(3)	
1.14.10 Did the Certificate Holder take into account corrections for the effective runway gradient before taking off a reciprocating engine powered transport category airplane? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane that corrections are made for the effective runway gradient. To allow for wind effect, takeoff data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane that corrections are made for the effective runway gradient. To allow for wind effect, takeoff data based on still air	☐ Yes ☐ No, Explain ☐ Not Applicable

may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that the flight crew training includes making corrections for the effective runway gradient. To allow for wind effect, takeoff data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b)	
1.14.11 Did the Certificate Holder's procedures for takeoff of a reciprocating engine powered transport category airplane take into account not more than 50 percent of any reported headwind component or not less than 150 percent of any reported tailwind component? *Related Performance JTI's:* 1. Check at the dispatch center that for the Certificate Holder operating a reciprocating engine powered transport category airplane that corrections are made for the effective runway gradient. To allow for wind effect, takeoff data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane that corrections are made for the effective runway gradient. To allow for wind effect, takeoff data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, that the flight crew training includes making corrections for the effective runway gradient. To allow for wind effect, takeoff data based on still air may be corrected by taking into account not more than 50 percent of any reported headwind component and not less than 150 percent of any reported tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.177(b)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.14.12 Did the Certificate Holder take off a reciprocating engine powered transport category airplane at a weight, allowing for normal consumption of fuel and oil, that allowed a rate of climb (in feet per minute), with all engines operating, of at least 6.90 VSO (that is, the number of feet per minute obtained by multiplying the number of knots by 6.90) at an altitude of at least 1,000 feet above the highest ground or obstruction within 10 miles of each side of the intended track? *Related Performance JTI's:* 1. Check at the dispatch center that for Certificate Holder operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with all engines operating, of at least 6.90 VSO (that is, the number of feet per minute is obtained by multiplying the number of knots by 6.90) at an altitude of at least 1,000 feet above the highest ground or obstruction within ten miles of each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.179(a) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with all engines operating, of at least 6.90 VSO (that is, the number of feet per minute is obtained by multiplying the number of knots by 6.90) at an altitude of at least 1,000 feet above the highest ground or obstruction within ten miles of each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.179(a) 3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with all engines operating, of at least 6.90 VSO (that is, the number of feet per minute is obtained by multiplying the number of knots by 6.90) at an altitude of at least 1,000 feet above the highest ground or obstruction within ten miles of each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.179(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.13 Did the Certificate Holder take off a reciprocating engine powered transport category airplane at a weight, allowing for normal consumption of fuel and oil, that allowed a rate of climb (in feet per minute), with one engine inoperative, of at least (0.079−0.106/N) VSO2 (where N is the number of engines installed and VSO is expressed in knots) at an altitude of at least 1,000 feet above the highest ground or obstruction within 10 miles of each side of the intended track? For the purposes of this paragraph, the rate of climb	☐ Yes ☐ No, Explain ☐ Not Applicable

for transport category airplanes certificated under Part 4a of the Civil Air Regulations is 0.026 VSO2.

Related Performance JTI's:

1. Check at the dispatch center that for Certificate Holder operating a reciprocating engine powered transport category airplane, that (except as provided FAR 121.181(b)) no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with one engine inoperative, of at least (0.079−0.106/N) VSO2 (where N is the number of engines installed and VSO is expressed in knots) at an altitude of at least 1,000 feet above the highest ground or obstruction within 10 miles of each side of the intended track. However, for the purposes of this paragraph the rate of climb for transport category airplanes certificated under Part 4a of the Civil Air Regulations is 0.026 VSO2. in accordance with the Certificate Holder's design.
   Sources: 121.181(a)
2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that (except as provided FAR 121.181(b)) no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with one engine inoperative, of at least (0.079−0.106/N) VSO2 (where N is the number of engines installed and VSO is expressed in knots) at an altitude of at least 1,000 feet above the highest ground or obstruction within 10 miles of each side of the intended track. However, for the purposes of this paragraph the rate of climb for transport category airplanes certificated under Part 4a of the Civil Air Regulations is 0.026 VSO2. in accordance with the Certificate Holder's design.
   Sources: 121.181(a)
3. Check at the training center that for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that (except as provided FAR 121.181(b)) no person takes off an airplane unless it is at a weight, allowing for normal consumption of fuel and oil, that does not allow a rate of climb (in feet per minute), with one engine inoperative, of at least (0.079−0.106/N) VSO2 (where N is the number of engines installed and VSO is expressed in knots) at an altitude of at least 1,000 feet above the highest ground or obstruction within 10 miles of each side of the intended track. However, for the purposes of this paragraph the rate of climb for transport category airplanes certificated under Part 4a of the Civil Air Regulations is 0.026 VSO2. in accordance with the Certificate Holder's design.
   Sources: 121.181(a)

1.14.14	In place of the requirements of 14 CFR 121.181(a), did the Certificate Holder takeoff at a weight that allows the airplane to continue after an engine failure and proceed to an alternate airport where a landing can be made in accordance with 14 CFR Section 121.187, allowing for normal consumption of fuel and oil, when the flight path can clear the ground and any obstruction within five miles on each side of the intended track by at least 2,000 feet? *Related Performance JTI's:* 1. Check at the dispatch center that for Certificate Holder operating a reciprocating engine powered transport category airplane, that if applicable, in place of the requirements of FAR 121.181(a), using an approved procedure, operates at an all−engines−operating altitude that allows the airplane to continue, after an engine failure, to an alternate airport where a landing can be made in accordance with FAR 121.187, allowing for normal consumption of fuel and oil. After the assumed failure, the flight path must clear the ground and any obstruction within five miles on each side of the intended track by at least 2,000 feet in accordance with the Certificate Holder's design. *Sources:* 121.181(b) 2. Check at the aircraft cockpit that when operating a reciprocating engine powered transport category airplane, that if applicable, in place of the requirements of FAR 121.181(a), there is an approved procedure, to operate at an all−engines−operating altitude that allows the airplane to continue, after an engine failure, to an alternate airport where a landing can be made in accordance with FAR 121.187, allowing for normal consumption of fuel and oil. After the assumed failure, the flight path must clear the ground and any obstruction within five miles on each side of the intended track by at least 2,000 feet in accordance with the Certificate Holder's design. *Sources:* 121.181(b) 3. Check at the training center that when operating a reciprocating engine powered transport category airplane, that if applicable, in place of the requirements of FAR 121.181(a), training includes an approved procedure, to operate at an all−engines−operating altitude that allows the airplane to continue, after an engine failure, to an alternate airport where a landing can be made in accordance with FAR 121.187, allowing for normal consumption of fuel and oil. After the assumed failure, the flight path must clear the ground and any obstruction within five miles on each side of the intended track by at least 2,000 feet in accordance with the Certificate Holder's design. *Sources:* 121.181(b)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.14.15	Did the Certificate Holder takeoff if, when operating in accordance with the requirements of 14 CFR 121.181(b), the rate of climb (as prescribed in the Airplane Flight Manual for the appropriate weight and altitude) used in calculating the airplane's flight path met the requirements of 14 CFR 121.181(c)(1)? *Related Performance JTI's:* 1. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the rate of climb (as prescribed in the Airplane Flight Manual for the appropriate weight and altitude) used in calculating the airplane's flight path shall be diminished by an amount, in feet per minute, equal to (0.079−0.106/N) VSO2 (when N is the number of engines installed and VSO is expressed in knots) for airplanes certificated under Part 25 of this chapter and by 0.026 VSO2 for airplanes certificated under Part 4a of the Civil Air Regulations in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(1) 2. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the rate of climb (as prescribed in the Airplane Flight Manual for the appropriate weight and altitude) used in calculating the airplane's flight path shall be diminished by an amount, in feet per minute, equal to (0.079−0.106/N) VSO2 (when N is the number of engines installed and VSO is expressed in knots) for airplanes certificated under Part 25 of this chapter and by 0.026 VSO2 for airplanes certificated under Part 4a of the Civil Air Regulations in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(1) 3. Check at the training center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the training includes the use of the rate of climb (as prescribed in the Airplane Flight Manual for the appropriate weight and altitude) used in calculating the airplane's flight path shall be diminished by an amount, in feet per minute, equal to (0.079−0.106/N) VSO2 (when N is the number of engines installed and VSO is expressed in knots) for airplanes certificated under Part 25 of this chapter and by 0.026 VSO2 for airplanes certificated under Part 4a of the Civil Air Regulations in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.16	Did the Certificate Holder takeoff when operating in accordance with the requirements of 14 CFR 121.181(b) if, in the event the critical engine becomes inoperative at any point along the route, the flight will be able to meet the requirements of 14 CFR 121.181(c)(2)? *Related Performance JTI's:* 1. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if	☐ Yes ☐ No, Explain ☐ Not Applicable

	using an approved procedure under FAR 121.181(b), the all−engines−operating altitude is so that in the event the critical engine becomes inoperative at any point along the route, the flight will be able to proceed to a predetermined alternate airport by use of this procedure. In determining the takeoff weight, the airplane is assumed to pass over the critical obstruction following engine failure at a point no closer to the critical obstruction than the nearest approved radio navigational fix, unless the Administrator has approved a procedure established on a different basis upon finding that adequate operational safeguards exist in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(2) 2. Check at the aircraft cockpit that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the all−engines−operating altitude is so that in the event the critical engine becomes inoperative at any point along the route, the flight will be able to proceed to a predetermined alternate airport by use of this procedure. In determining the takeoff weight, the airplane is assumed to pass over the critical obstruction following engine failure at a point no closer to the critical obstruction than the nearest approved radio navigational fix, unless the Administrator has approved a procedure established on a different basis upon finding that adequate operational safeguards exist in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(2) 3. Check at the training center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the training includes the use of the all−engines−operating altitude so that in the event the critical engine becomes inoperative at any point along the route, the flight will be able to proceed to a predetermined alternate airport by use of this procedure. In determining the takeoff weight, the airplane is assumed to pass over the critical obstruction following engine failure at a point no closer to the critical obstruction than the nearest approved radio navigational fix, unless the Administrator has approved a procedure established on a different basis upon finding that adequate operational safeguards exist in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(2)	
1.14.17	Did the Certificate Holder takeoff when operating in accordance with the requirements of 14 CFR 121.181(b), if the airplane met the provisions of 14 CFR 121.181(a) at 1,000 feet above the airport used as an alternate in this procedure? *Related Performance JTI's:* 1. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure	☐ Yes ☐ No, Explain ☐ Not Applicable

	under FAR 121.181(b), the airplane meets the provisions of FAR 121.181(a) at 1,000 feet above the airport used as an alternate in this procedure in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(3) 2. Check at the aircraft cockpit that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the airplane meets the provisions of FAR 121.181(a) at 1,000 feet above the airport used as an alternate in this procedure in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(3) 3. Check at the training center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the training includes the airplane meeting the provisions of FAR 121.181(a) at 1,000 feet above the airport used as an alternate in this procedure in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(3) 4. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), that the dispatch or flight release specifies an alternate airport that meets the requirements of FAR 121.625 in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(6) 5. Check at the aircraft cockpit that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), the dispatch or flight release specifies an alternate airport that meets the requirements of FAR 121.625 in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(6)	
1.14.18	When operating in accordance with the requirements of 14 CFR 121.181(b), did the Certificate Holder's procedure account for winds and temperatures that would otherwise adversely affect the flight path? *Related Performance JTI's:* 1. Check at the dispatch center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), that winds and temperatures that would otherwise adversely affect the flight path are accounted for in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(4)	☐ Yes ☐ No, Explain ☐ Not Applicable

	2. Check at the aircraft cockpit that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), that winds and temperatures that would otherwise adversely affect the flight path are accounted for in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(4) 3. Check at the training center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), training includes accounting for winds and temperatures that would otherwise adversely affect the flight path in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(4)	
1.14.19	When the Certificate Holder was operating in accordance with the requirements of 14 CFR 121.181(b), if fuel jettisoning was allowed, had the crew been adequately trained in fuel jettisoning procedures, and had all other precautions been taken to ensure a safe procedure? *Related Performance JTI's:* 1. Check at the training center that for a Certificate Holder operating a reciprocating engine powered transport category airplane, that if using an approved procedure under FAR 121.181(b), training is adequate and includes proper instructions to the flight crew for fuel jettison and all other precautions that are taken to insure a safe procedure in accordance with the Certificate Holder's design. *Sources:* 121.181(c)(5)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.20	Did the Certificate Holder takeoff a reciprocating engine powered airplane that did not meet the requirements of 14 CFR 121.185(a)(2) only if an alternate airport met all of the requirements of 14 CFR 121.185(b)? *Related Performance JTI's:* 1. Check at the dispatch center that for Certificate Holder operating a reciprocating engine powered transport category airplane, that (except as provided FAR 121.181(b)) no person takes off an airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight, would allow a full stop landing at the intended destination within 60 percent of the effective length of each runway described below from a point 50 feet directly above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(a) 2. Check at the aircraft cockpit by observing the flight crew, that when operating a reciprocating engine powered transport category airplane, that (except as provided FAR 121.181(b)) no person takes off an airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight, would allow a full stop landing at the intended destination within 60 percent of the effective length of each runway described below from a point 50 feet directly above the intersection of the obstruction clearance	☐ Yes ☐ No, Explain ☐ Not Applicable

	plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(a) 3. Check at the training center that, for the Certificate Holder operating a reciprocating engine powered transport category airplane, the flight crew training includes that (except as provided FAR 121.181(b)) no person takes off an airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight, would allow a full stop landing at the intended destination within 60 percent of the effective length of each runway described below from a point 50 feet directly above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(a) 4. Check at the dispatch center that when a reciprocating engine powered airplane that was prohibited from being taken off because it could not meet the requirements of FAR 121.185(a)(2), may be taken off if an alternate airport is specified that meets all of the requirements of FAR 121.185 except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(b) 5. Check at the aircraft cockpit that when a reciprocating engine powered airplane that was prohibited from being taken off because it could not meet the requirements of FAR 121.185(a)(2), may be taken off if an alternate airport is specified that meets all of the requirements of FAR 121.185 except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(b) 6. Check at the training center that the training includes that when a reciprocating engine powered airplane that was prohibited from being taken off because it could not meet the requirements of FAR 121.185(a)(2), may be taken off if an alternate airport is specified that meets all of the requirements of FAR 121.185 except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.185(b)	
1.14.21	If the Certificate Holder operates four or more reciprocating engine airplanes, did its procedures provide for not operating more than 90 minutes from a suitable airport?	☐ Yes ☐ No, Explain ☐ Not Applicable

1.14.22 Did the Certificate Holder require that for alternate airports, the aircraft can be fully stopped within 70 percent of effective runway length? *Related Performance JTI's:* 1. Check at the dispatch center that no alternate airports are listed in a dispatch or flight release unless the airplane (at the weight anticipated at the time of arrival at the airport), based on the assumptions in FAR 121.185, can be brought to a full stop landing, within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.187(a) 2. Check at the aircraft cockpit by reviewing the dispatch or flight release that no alternate airports are listed unless the airplane (at the weight anticipated at the time of arrival at the airport), based on the assumptions in FAR 121.185, can be brought to a full stop landing, within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.187(a) 3. Check at the training center that the training includes no alternate airports can be listed on the dispatch or flight release unless the airplane (at the weight anticipated at the time of arrival at the airport), based on the assumptions in FAR 121.185, can be brought to a full stop landing, within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.187(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.14.23 If the Certificate Holder operates certain reciprocating engine powered airplanes in cargo service under 14 CFR Section 121.198, did it meet those requirements? *Related Performance JTI's:* 1. Check at the Dispatch Center that a Certificate Holder operating the following aircraft at increased zero fuel and landing weights meets the regulatory requirements of FAR 121.198(b) through (g): (1) DC−6A, DC−6B, DC−7B, and DC−7C; and (2) L1049B, C, D, E, F, G, and H, and the L1649A when modified in accordance with supplemental type certificate SA 4−1402. *Sources:* 121.198(a); 121.198(b)(1); 121.198(b)(2); 121.198(b)(3); 121.198(b)(4); 121.198(c); 121.198(d); 121.198(e); 121.198(f); 121.198(g)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.15 The following applies to Certificate Holders that operate turbine engine powered airplanes:	
1.15.1 Did the Certificate Holder take off a turbine powered transport category airplane when the takeoff run did not exceed the length of the runway? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that when operating a turbine engine powered airplane certificated after August 29, 1959 (SR422B), no person may take off that airplane at a weight greater than that listed in the Airplane Flight Manual at which compliance with the following may be shown: ,h The accelerate−stop distance must not exceed the length	☐ Yes ☐ No, Explain ☐ Not Applicable

	of the runway plus the length of any stopway. ,h The takeoff distance must not exceed the length of the runway plus the length of any clearway except that the length of any clearway included must not be greater than one−half the length of the runway. ,h The takeoff run must not be greater than the length of the runway. *Sources:* 121.189(c)(1); 121.189(c)(2); 121.189(c)(3) 2. Check at the aircraft cockpit by interviewing the flightcrew that they are aware that when operating a turbine engine powered airplane certificated after August 29, 1959 (SR422B), no person may take off that airplane at a weight greater than that listed in the Airplane Flight Manual at which compliance with the following may be shown: ,h The accelerate−stop distance must not exceed the length of the runway plus the length of any stopway. ,h The takeoff distance must not exceed the length of the runway plus the length of any clearway except that the length of any clearway included must not be greater than one−half the length of the runway. ,h The takeoff run must not be greater than the length of the runway. *Sources:* 121.189(c)(1); 121.189(c)(2); 121.189(c)(3) 3. Check at the training center that training includes that when operating a turbine engine powered airplane certificated after August 29, 1959 (SR422B), the training includes that no person may take off at a weight greater than that listed in the Airplane Flight Manual at which compliance with the following may be shown: ,h The accelerate−stop distance must not exceed the length of the runway plus the length of any stopway. ,h The takeoff distance must not exceed the length of the runway plus the length of any clearway except that the length of any clearway included must not be greater than one−half the length of the runway. ,h The takeoff run must not be greater than the length of the runway. *Sources:* 121.189(c)(1); 121.189(c)(2); 121.189(c)(3)	
1.15.2	Did the Certificate Holder take off a turbine engine powered transport category airplane at a weight that, allowing for normal consumption of fuel and oil, will allow compliance with the flight path requirements of 14 CFR 121.191(a)(1) or (2)? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design. *Sources:* 121.191(a)(1) 2.	☐ Yes ☐ No, Explain ☐ Not Applicable

Check at the aircraft cockpit by observing the flight crew that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(1)

3. Check at the training center that when operating a turbine engine powered airplane the training includes that no takeoffs in that airplane are at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(1)
4. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(2)
5. Check at the aircraft cockpit by observing the flight crew that that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight

	Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design. *Sources:* 121.191(a)(2) 6. Check at the training center that when operating a turbine engine powered airplane the training includes that no takeoffs in that airplane are at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design. *Sources:* 121.191(a)(2)	
1.15.3	Did the Certificate Holder operate a turbine engine powered transport category airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422) no further than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of 14 CFR Section 121.197? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design. *Sources:* 121.193(a)(1) 2. Check at the aircraft cockpit by observing the flight crew that that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the	☐ Yes ☐ No, Explain ☐ Not Applicable

requirements of FAR121.197 in accordance with the Certificate Holder's design. *Sources:* 121.193(a)(1) 3. Check at the training center that when operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), that training includes that no person may operate along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design. *Sources:* 121.193(a)(1)	
1.15.4 Did the Certificate Holder operate a turbine engine powered transport category airplane certificated after September 30, 1958, but before August 30, 1959 (SR 422A) no further than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of 14 CFR Section 121.197?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.15.5 Did the Certificate Holder operate a turbine engine powered transport category airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422B) no more than than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of 14 CFR Section 121.197?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.15.6 Did the Certificate Holder operate a turbine engine powered transport category airplane when the landing weight at either the airport of intended landing or the alternate airport was at or below the authorized maximum landing weight for the elevation of each of the airports involved and for the ambient temperatures expected at the time of landing? *Related Performance JTI's:* 1. Check at the aircraft cockpit by observing the flight crew that, no person takes off a turbine engine powered airplane unless it is at such a weight that (allowing for normal consumption of fuel and oil in flight to the destination or alternate airport) the weight of the airplane on arrival would exceed the landing weight set forth in the Airplane Flight Manual for the elevation of the destination or alternate airport and the ambient temperature anticipated at the time of landing in accordance with the Certificate Holder's design. *Sources:* 121.195(a) 2. Check at the training center that, training includes that no person takes off a turbine engine powered airplane unless it is at such a weight that (allowing for normal consumption of fuel and oil in flight to the destination or alternate airport) the weight of the airplane on arrival would exceed the landing weight set forth in the Airplane Flight Manual for the elevation of the destination or alternate airport and the ambient temperature anticipated at the time of landing in accordance with the Certificate Holder's design. *Sources:* 121.195(a) 3. Check that the dispatch center by observing the responsible personnel that, except as provided in FAR 121.195 (c),(d), or (e),	☐ Yes ☐ No, Explain ☐ Not Applicable

	no person operating a turbine engine powered airplane takes off that airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight (in accordance with the landing distance set forth in the Airplane Flight Manual for the elevation of the destination airport and the wind conditions anticipated there at the time of landing), would allow a full stop landing at the intended destination airport within 60 percent of the effective length of each runway described below from a point 50 feet above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(b)	
1.15.7	Did the Certificate Holder take off a turbine engine powered transport category airplane, except as provided in 14 CFR 121.195(c), (d), or (e), at a weight upon arrival that would allow a full−stop landing at the intended destination within 60 percent of the effective length of each runway from a point 50 feet directly above the intersection of the obstruction clearance plane and the runway in accordance with the assumptions in 14 CFR 121.195(b)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.15.8	Did the Certificate Holder takeoff and subsequently land at an airport when conditional statements such as "occasional," "intermittently," "briefly," or "a chance of" in the weather forecast indicated that the runway might be wet at the estimated time of arrival, without applying the 115 percent runway length requirement of 14 CFR 121.195(d)?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.15.9	Did the Certificate Holder dispatch and subsequently land a turbojet powered airplane where the airplane could be brought to a full−stop landing within 60 percent of the effective length of the runway, based on the assumptions in 14 CFR 121.195(b)? *Related Performance JTI's:* 1. Check that the dispatch center by observing the responsible personnel that, except as provided in FAR 121.195 (c),(d), or (e), no person operating a turbine engine powered airplane takes off that airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight (in accordance with the landing distance set forth in the Airplane Flight Manual for the elevation of the destination airport and the wind conditions anticipated there at the time of landing), would allow a full stop landing at the intended destination airport within 60 percent of the effective length of each runway described below from a point 50 feet above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(b) 2. Check that the aircraft cockpit by observing the flight crew that, except as provided in FAR 121.195 (c),(d), or (e), no person operating a turbine engine powered airplane takes off that airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight (in accordance with the landing distance set forth in the Airplane Flight Manual for the elevation of the destination airport and the wind conditions anticipated there at the time of landing), would allow a full stop landing at the intended destination airport	☐ Yes ☐ No, Explain ☐ Not Applicable

	within 60 percent of the effective length of each runway described below from a point 50 feet above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(b) 3. Check that the training center that, training includes that except as provided in FAR 121.195 (c),(d), or (e), no person operating a turbine engine powered airplane takes off that airplane unless its weight on arrival, allowing for normal consumption of fuel and oil in flight (in accordance with the landing distance set forth in the Airplane Flight Manual for the elevation of the destination airport and the wind conditions anticipated there at the time of landing), would allow a full stop landing at the intended destination airport within 60 percent of the effective length of each runway described below from a point 50 feet above the intersection of the obstruction clearance plane and the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(b) 4. Check at the dispatch center that no alternate airports are listed in a dispatch or flight release for a turbine engine powered airplane unless (based on then assumptions in FAR 121.195 (b)) that airplane at the weight anticipated at the time of arrival can be brought to a full stop landing within 70 percent of the effective length of the runway for turbopropeller powered airplanes and 60 percent of the effective length of the runway for turbojet powered airplanes, from a point 50 feet above the intersection of the obstruction clearance plane and the runway. In the case of an alternate airport for departure, as provided in FAR 121.617, allowance may be made for fuel jettisoning in addition to normal consumption of fuel and oil when determining the weight anticipated at the time of arrival in accordance with the Certificate Holder's design. *Sources:* 121.197	
1.15.10	Did the Certificate Holder ensure that turbine engine airplane takeoff performance and obstacle clearance meet requirements? *Related Performance JTI's:* 1. Check at the dispatch center that when operating a turbine engine powered airplane no person may take off that airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after August 26, 1957, but before October 1, 1958 (SR422), that allows a takeoff path that clears all obstacles either by at least (35+0.01D) feet vertically (D is the distance along the intended flight path from the end of the runway in feet), or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design. *Sources:* 121.189(d)(1) 2. Check at the aircraft cockpit by interviewing the flight crew that when operating a turbine engine powered airplane they are	☐ Yes ☐ No, Explain ☐ Not Applicable

aware that they may take off that airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after August 26, 1957, but before October 1, 1958 (SR422), that allows a takeoff path that clears all obstacles either by at least (35+0.01D) feet vertically (D is the distance along the intended flight path from the end of the runway in feet), or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design.
Sources: 121.189(d)(1)

3. Check at the training center that when operating a turbine engine powered airplane the training includes that they may take off an airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after August 26, 1957, but before October 1, 1958 (SR422), that allows a takeoff path that clears all obstacles either by at least (35+0.01D) feet vertically (D is the distance along the intended flight path from the end of the runway in feet), or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design.
Sources: 121.189(d)(1)
4. Check at the dispatch center by interviewing the responsible personnel that they are aware that no person operating a turbine engine powered airplane may take off that airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after September 30, 1958 (SR 422A, 422B), that allows a net takeoff flight path that clears all obstacles either by a height of at least 35 feet vertically, or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design.
Sources: 121.189(d)(2)
5. Check at the aircraft cockpit by interviewing the flight crew that they are aware that no person operating a turbine engine powered airplane may take off that airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after September 30, 1958 (SR 422A, 422B), that allows a net takeoff flight path that clears all obstacles either by a height of at least 35 feet vertically, or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design.
Sources: 121.189(d)(2)
6. Check at the training center that when operating a turbine engine powered airplane the training includes that no person may take off that airplane at a weight greater than that listed in the Airplane Flight Manual. In the case of an airplane certificated after September 30, 1958 (SR 422A, 422B), that allows a net takeoff flight path that clears all obstacles either by a height of at least

35 feet vertically, or by at least 200 feet horizontally within the airport boundaries and by at least 300 feet horizontally after passing the boundaries in accordance with the Certificate Holder's design.
Sources: 121.189(d)(2)

7. Check at the dispatch center by observing the responsible personnel that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design.
Sources: 121.189(e)
8. Check at the aircraft cockpit by observing the flight crew that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design.
Sources: 121.189(e)
9. Check at the training center by that training includes that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design.
Sources: 121.189(e)
10. Check at the dispatch center by observing the responsible personnel that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 121.189(e)
11. Check at the aircraft cockpit by observing the flight crew that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated with grooved or porous friction course

	runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design. *Sources:* 121.189(e) 12. Check at the training center by that training includes that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design. *Sources:* 121.189(e)	
1.15.11	Did the Certificate Holder dispatch or land a turbojet powered aircraft on wet or slippery destination runways when the effective length is at least 115 percent of runway length required by 14 CFR 121.195(b)? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that no person takeoffs a turbojet powered airplane when the appropriate weather reports and forecasts, or a combination thereof, indicate that the runways at the destination airport may be wet or slippery at the estimated time of arrival unless the effective runway length at the destination airport is at least 115 percent of the runway length required under FAR 121.195(b) in accordance with the Certificate Holder's design. *Sources:* 121.195(d) 2. Check at the aircraft cockpit by observing the flight crew that no person takeoffs a turbojet powered airplane when the appropriate weather reports and forecasts, or a combination thereof, indicate that the runways at the destination airport may be wet or slippery at the estimated time of arrival unless the effective runway length at the destination airport is at least 115 percent of the runway length required under FAR 121.195(b) in accordance with the Certificate Holder's design. *Sources:* 121.195(d) 3. Check at the training center that, training includes no person may takeoff a turbojet powered airplane when the appropriate weather reports and forecasts, or a combination thereof, indicate that the runways at the destination airport may be wet or slippery at the estimated time of arrival unless the effective runway length at the destination airport is at least 115 percent of the runway length required under FAR 121.195(b) in accordance with the Certificate Holder's design. *Sources:* 121.195(d) 4. Check at the Dispatch Center that when conditional statements in	☐ Yes ☐ No, Explain ☐ Not Applicable

	a weather forecast, such as "occasional," "intermittently," "briefly," or "a chance of," indicating that the runway may be wet at the estimated time of arrival, the responsible company personnel are applying the 115 percent runway length requirement of 121.195(d) in accordance with the Certificate Holder's design. *Sources:* Safety 5. Check at the aircraft that when conditional statements in a weather forecast, such as "occasional," "intermittently," "briefly," or "a chance of," indicating that the runway may be wet at the estimated time of arrival, the flight crew is applying the 115 percent runway length requirement of 121.195(d) in accordance with the Certificate Holder's design. *Sources:* Safety 6. Check at the training center that, training includes the conditional statements in a weather forecast, such as "occasional," "intermittently," "briefly," or "a chance of," indicating that the runway may be wet at the estimated time of arrival, the flight crew is applying the 115 percent runway length requirement of 121.195(d) in accordance with the Certificate Holder's design. *Sources:* Safety 7. Check at the Records Repository that when conditional statements occurred in a weather forecast, such as "occasional," "intermittently," "briefly," or "a chance of," indicating that the runway may have been wet at the estimated time of arrival, the 115 percent runway length requirement of 121.195(d) was applied in accordance with the Certificate Holder's design. *Sources:* Safety	
1.15.12	Did the Certificate Holder ensure that turbine engine airplane en route limitations are followed? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design. *Sources:* 121.191(a)(1) 2. Check at the aircraft cockpit by observing the flight crew that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane	☐ Yes ☐ No, Explain ☐ Not Applicable

Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(1)

3. Check at the training center that when operating a turbine engine powered airplane the training includes that no takeoffs in that airplane are at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, there is a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five statute miles on each side of the intended track, and, in addition, if that airplane was certificated after August 29, 1959 (SR 422B) there is a positive slope at 1,500 feet above the airport where the airplane is assumed to land after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(1)
4. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(2)
5. Check at the aircraft cockpit by observing the flight crew that that no person operating a turbine engine powered airplane takes off that airplane at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended

track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(2)

6. Check at the training center that when operating a turbine engine powered airplane the training includes that no takeoffs in that airplane are at a weight, allowing for normal consumption of fuel and oil, that is greater than that which (under the approved, one engine inoperative, en route net flight path data in the Airplane Flight Manual for that airplane) based on the ambient temperatures expected en route, the net flight path allows the airplane to continue flight from the cruising altitude to an airport where a landing can be made under FAR 121.197, clearing all terrain and obstructions within five statute miles of the intended track by at least 2,000 feet vertically and with a positive slope at 1,000 feet above the airport where the airplane lands after an engine fails, or, if that airplane was certificated after September 30, 1958 (SR 422A, 422B), with a positive slope at 1,500 feet above the airport where the airplane lands after an engine fails in accordance with the Certificate Holder's design.
Sources: 121.191(a)(2)
7. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(a)(1)
8. Check at the aircraft cockpit by observing the flight crew that that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(a)(1)
9. Check at the training center that when operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), that training includes that no person may operate along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.

Sources: 121.193(a)(1)

10. Check at the dispatch center by observing the responsible personnel that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperature anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five miles on each side of the intended track, or at an altitude of 5,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(a)(2)
11. Check at the aircraft cockpit by observing the flight crew that no person operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperature anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five miles on each side of the intended track, or at an altitude of 5,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(a)(2)
12. Check at the training center that when operating a turbine engine powered airplane certificated after August 26, 1957, but before October 1, 1958 (SR 422), that training includes that no person may along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperature anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within five miles on each side of the intended track, or at an altitude of 5,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(a)(2)
13. Check at the dispatch center by observing the responsible personnel that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), no person may operates a

turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(b)(1)

14. Check at the aircraft cockpit by observing the flight crew that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), no person may operates a turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(b)(1)
15. Check at the training center that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), training includes that no person may operate a turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(b)(1)
16. Check at the dispatch center by observing the responsible personnel that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), no person operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperatures anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within 5 miles on each side of the intended track, or at an altitude of 2,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(b)(2)
17. Check at the aircraft cockpit by observing the flight crew that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), no person operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperatures anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and

obstructions within 5 miles on each side of the intended track, or at an altitude of 2,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(b)(2)

18. Check at the training center that, for aircraft certificated after September 30, 1958, but before August 30, 1959 (SR422A), training includes that no person may operate a turbine engine powered airplane along an intended route unless its weight, according to the two−engine−inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with a net flight path (considering the ambient temperatures anticipated along the track) having a positive slope at an altitude of at least 1,000 feet above all terrain and obstructions within 5 miles on each side of the intended track, or at an altitude of 2,000 feet, whichever is higher in accordance with the Certificate Holder's design.
Sources: 121.193(b)(2)
19. Check at the dispatch center by observing the responsible personnel that, for aircraft certificated after August 29, 1959 (SR 422B), no person operates a turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(c)(1)
20. Check at the aircraft cockpit by observing the flight crew that, for aircraft certificated after August 29, 1959 (SR 422B), no person operates a turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(c)(1)
21. Check at the training center that, for aircraft certificated after August 29, 1959 (SR 422B), training includes that no person operates a turbine engine powered airplane along an intended route unless there is no place along the intended track that is more than 90 minutes (with all engines operating at cruising power) from an airport that meets the requirements of FAR121.197 in accordance with the Certificate Holder's design.
Sources: 121.193(c)(1)
22. Check at the dispatch center by observing the responsible personnel that, for aircraft certificated after August 29, 1959 (SR 422B), no person operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point

	where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with the net flight path (considering the ambient temperatures anticipated along the track) clearing vertically by at least 2,000 feet all terrain and obstructions within five statute miles (4.34 nautical miles) on each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.193(c)(2) 23. Check at the aircraft cockpit by observing the flight crew that, for aircraft certificated after August 29, 1959 (SR 422B), no person operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with the net flight path (considering the ambient temperatures anticipated along the track) clearing vertically by at least 2,000 feet all terrain and obstructions within five statute miles (4.34 nautical miles) on each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.193(c)(2) 24. Check at the training center that, for aircraft certificated after August 29, 1959 (SR 422B), training includes no person operates a turbine engine powered airplane along an intended route unless its weight, according to the two−engine inoperative, en route, net flight path data in the Airplane Flight Manual, allows the airplane to fly from the point where the two engines are assumed to fail simultaneously to an airport that meets the requirements of FAR 121.197, with the net flight path (considering the ambient temperatures anticipated along the track) clearing vertically by at least 2,000 feet all terrain and obstructions within five statute miles (4.34 nautical miles) on each side of the intended track in accordance with the Certificate Holder's design. *Sources:* 121.193(c)(2)	
1.16	Did the Certificate Holder take off a turbopropeller powered airplane, not meeting the runway requirements of 14 CFR 121.195(b)(2), only if an alternate airport meets all of the runway requirements of 14 CFR 121.195(c)? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that a turbopropeller powered airplane that would be prohibited from being taken off because it could not meet the requirements of FAR 121.195(b)(2), may be taken off if an alternate airport is specified that meets all the requirements of this section except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(c) 2.	☐ Yes ☐ No, Explain ☐ Not Applicable

Check at the aircraft cockpit by observing the flight crew that a turbopropeller powered airplane that would be prohibited from being taken off because it could not meet the requirements of FAR 121.195(b)(2), may be taken off if an alternate airport is specified that meets all the requirements of this section except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(c) 3. Check at the training center that, training includes that a turbopropeller powered airplane that would be prohibited from being taken off because it could not meet the requirements of FAR 121.195(b)(2), may be taken off if an alternate airport is specified that meets all the requirements of this section except that the airplane can accomplish a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.195(c)	
1.17 Did the Certificate Holder takeoff and subsequently land a turbopropeller powered airplane at an alternate airport where the airplane can be brought to a full−stop landing within 70 percent of the effective length of the runway, based on the assumptions in 14 CFR 121.195(b)?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.18 Did the Certificate Holder provide guidance for correlating the relationship between mu values and the subjective pilot braking descriptors of "good," "fair," "poor," and "nil?"	☐ Yes ☐ No, Explain
1.19 If the Certificate Holder operates a nontransport category airplane, did it take off at a weight at or below the weight that would allow the airplane to be brought to a safe stop within the effective length of the runway in accordance with the assumptions of 14 CFR 121.199(a) and (b)(1) through (6)? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that, if operating a non transport category airplane, no person takes off at a weight greater than the weight that would allow the airplane to be brought to a safe stop within the effective length of the runway, from any point during the takeoff before reaching 105 percent of minimum control speed (the minimum speed at which an airplane can be safely controlled in flight after an engine becomes inoperative) or 115 percent of the power off stalling speed in the takeoff configuration, whichever is greater in accordance with the Certificate Holder's design. *Sources:* 121.199(a) 2. Check at the aircraft cockpit by observing the flight crew, that if operating a non transport category airplane, no person takes off at a weight greater than the weight that would allow the airplane to be brought to a safe stop within the effective length of the runway, from any point during the takeoff before reaching 105 percent of minimum control speed (the minimum speed at which an airplane can be safely controlled in flight after an engine becomes inoperative) or 115 percent of the power off stalling speed in the takeoff configuration,	☐ Yes ☐ No, Explain ☐ Not Applicable

whichever is greater in accordance with the Certificate Holder's design. *Sources:* 121.199(a) 3. Check at the training center that training includes, that if operating a non transport category airplane, no person takes off at a weight greater than the weight that would allow the airplane to be brought to a safe stop within the effective length of the runway, from any point during the takeoff before reaching 105 percent of minimum control speed (the minimum speed at which an airplane can be safely controlled in flight after an engine becomes inoperative) or 115 percent of the power off stalling speed in the takeoff configuration, whichever is greater in accordance with the Certificate Holder's design. *Sources:* 121.199(a)	
1.20 Did the Certificate Holder takeoff and subsequently land a nontransport category airplane at a weight that, allowing for anticipated consumption of fuel and oil, is less than or equal to the weight that would allow a full−stop landing within 60 percent of the effective length of the most suitable runway at the destination airport? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that, no person operating a non transport category airplane takes off that airplane at a weight that, allowing for anticipated consumption of fuel and oil, is greater than the weight that would allow a full stop landing within 60 percent of the effective length of the most suitable runway at the destination airport in accordance with the Certificate Holder's design. *Sources:* 121.203(a) 2. Check at the aircraft cockpit by observing the flight crew that, no person operating a non transport category airplane takes off that airplane at a weight that, allowing for anticipated consumption of fuel and oil, is greater than the weight that would allow a full stop landing within 60 percent of the effective length of the most suitable runway at the destination airport in accordance with the Certificate Holder's design. *Sources:* 121.203(a)(1) 3. Check at the training center that, training includes, no person operating a non transport category airplane takes off that airplane at a weight that, allowing for anticipated consumption of fuel and oil, is greater than the weight that would allow a full stop landing within 60 percent of the effective length of the most suitable runway at the destination airport in accordance with the Certificate Holder's design. *Sources:* 121.203(a)(1)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.21 Did the Certificate Holder take off and subsequently land a nontransport category airplane at a weight that is less than or equal to the weight allowable if the landing is to be made on the runway with the greatest effective length in still air and required by the probable wind, taking into account not more than 50 percent of the headwind component or not less than 150 percent of the tailwind component? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that, no person operating a non transport category airplane takes off that airplane at a weight that is greater than the weight allowable if the landing is to be made on the runway with the greatest effective length in still air; and required by the probable wind, taking into account not more than 50 percent of the headwind component or not less than 150 percent of the tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.203(a)(2)(i); 121.203(a)(2)(ii) 2. Check at the aircraft cockpit by observing the flight crew that, no person operating a non transport category airplane takes off that airplane at a weight that is greater than the weight allowable if the landing is to be made on the runway with the greatest effective length in still air; and required by the probable wind, taking into account not more than 50 percent of the headwind component or not less than 150 percent of the tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.203(a)(2)(i); 121.203(a)(2)(ii) 3. Check at the training center that, training includes no person operating a non transport category airplane takes off that airplane at a weight that is greater than the weight allowable if the landing is to be made on the runway with the greatest effective length in still air; and required by the probable wind, taking into account not more than 50 percent of the headwind component or not less than 150 percent of the tailwind component in accordance with the Certificate Holder's design. *Sources:* 121.203(a)(2)(i); 121.203(a)(2)(ii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.22 Did the Certificate Holder dispatch and subsequently land a nontransport category airplane at an alternate airport where the airplane can be brought to a full−stop landing within 70 percent of the effective length of the runway, based on the assumptions in 14 CFR Section 121.203? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that, no person has listed an airport as an alternate airport in a dispatch or flight release for a non transport category airplane unless that airplane (at the weight anticipated at the time of arrival) based on the assumptions contained in FAR 121.203, can be brought to a full	☐ Yes ☐ No, Explain ☐ Not Applicable

stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.205 2. Check at the aircraft cockpit by observing the flight crew that, no person has listed an airport as an alternate airport in a dispatch or flight release for a non transport category airplane unless that airplane (at the weight anticipated at the time of arrival) based on the assumptions contained in FAR 121.203, can be brought to a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.205 3. Check at the training center that, training includes no person may list an airport as an alternate airport in a dispatch or flight release for a non transport category airplane unless that airplane (at the weight anticipated at the time of arrival) based on the assumptions contained in FAR 121.203, can be brought to a full stop landing within 70 percent of the effective length of the runway in accordance with the Certificate Holder's design. *Sources:* 121.205	
1.23 Did the Certificate Holder of a nontransport category airplane ensure en route performance requirements? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that, except as provided in FAR 121.201(b), no person operating a non transport category airplane takes off that airplane at a weight that does not allow a rate of climb of at least 50 feet a minute, with the critical engine inoperative, at an altitude of at least 1,000 feet above the highest obstruction within five miles on each side of the intended track, or 5,000 feet, whichever is higher in accordance with the Certificate Holder's design. *Sources:* 121.201(a) 2. Check at the aircraft cockpit by observing the flight crew that, except as provided in FAR 121.201(b), no person operating a non transport category airplane takes off that airplane at a weight that does not allow a rate of climb of at least 50 feet a minute, with the critical engine inoperative, at an altitude of at least 1,000 feet above the highest obstruction within five miles on each side of the intended track, or 5,000 feet, whichever is higher in accordance with the Certificate Holder's design. *Sources:* 121.201(a) 3. Check at the training center that, training includes that except as provided in FAR 121.201(b), no person operating a non transport category airplane takes off that airplane at a weight that does not allow a rate of climb of at least 50 feet a minute, with the critical engine inoperative, at an altitude of at least 1,000 feet above the highest obstruction within five miles on each side of the intended track, or 5,000 feet, whichever is higher in accordance with the Certificate Holder's design. *Sources:* 121.201(a)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.24 Did the Certificate Holder provide direction and guidance for flight crews and dispatchers to use when operating en route with the landing gear extended, whether planned or unplanned? *Related Performance JTI's:* 1. Check at the Dispatch Center that the responsible company personnel ensures that, when operating en route with the landing gear extended, whether planned or unplanned, approved procedures are followed in accordance with the Certificate Holder's design. *Sources:* FAA Order 8400.10, Volume 4, Chapter 3, Section 5, Paragraph 1019 2. Check at the aircraft cockpit that the flight crew ensures that, when operating en route with the landing gear extended, whether planned or unplanned, approved procedures are followed in accordance with the Certificate Holder's design. *Sources:* FAA Order 8400.10, Volume 4, Chapter 3, Section 5, Paragraph 1019	☐ Yes ☐ No, Explain
1.25 If the Certificate Holder permits operating a one−engine inoperative ferry flight, did the manual system comply with the manufacturer's Airplane Flight Manual operational parameters, limitations, or flight techniques referencing engine−out operations?	☐ Yes ☐ No, Explain ☐ Not Applicable
1.26 Did the Certificate Holder's procedures require cross−checking engine parameters with provided data? *Related Performance JTI's:* 1. Check at the aircraft cockpit that the flight crew cross−checks engine parameters with provided data during takeoff in accordance with the Certificate Holder's design. *Sources:* HBAT 98−31 4A 2. Check at the Training Center that the responsible company personnel provides training to ensure that flight crews cross−check engine parameters with provided data during takeoff in accordance with the Certificate Holder's design. *Sources:* HBAT 98−31 4A	☐ Yes ☐ No, Explain
1.27 Did the Certificate Holder's procedures ensure that flight crews received mu value in real time? *Related Performance JTI's:* 1. Check at the dispatch center that dispatchers can determine the mu value relationship to pilot braking action descriptors of "good," "fair," "poor," and "nil." In accordance with the Certificate Holder's design. *Sources:* Safety 2. Check at the aircraft cockpit that the flight crew can determine the mu value relationship to pilot braking action descriptors of "good," "fair," "poor," and "nil." In accordance with the Certificate Holder's design. *Sources:* Safety 3. Check at the training center that training includes determining the mu value relationship to pilot braking action descriptors of "good," "fair," "poor," and "nil." In accordance with the Certificate Holder's design. *Sources:* Safety	☐ Yes ☐ No, Explain

1.28 Did the dispatch/flight release documents contain the Certificate Holder's required en route prodcedure considerations, such as drift down, ETOPS, alternate airports, and altitude information?	☐ Yes ☐ No, Explain
1.29 Did the Certificate Holder provide specific instructions and information regarding operations in adverse weather? *Related Performance JTI's:* 1. Check at the dispatch center by observing the responsible personnel that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design. *Sources:* 121.189(e) 2. Check at the aircraft cockpit by observing the flight crew that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design. *Sources:* 121.189(e) 3. Check at the training center by that training includes that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), corrections are made for the runway to be used, the elevation of the airport, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet) in accordance with the Certificate Holder's design. *Sources:* 121.189(e) 4. Check at the dispatch center by observing the responsible personnel that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design. *Sources:* 121.189(e) 5. Check at the aircraft cockpit by observing the flight crew that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated	☐ Yes ☐ No, Explain

with grooved or porous friction course runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 121.189(e)

6. Check at the training center by that training includes that when determining maximum weights, minimum distances, and flight paths under FAR 121.189(a) through (d), wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, are used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 121.189(e)
7. Check at the Dispatch Center by observing the responsible company personnel, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless the takeoff weight does not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 91.605(b)(3)
8. Check at the Dispatch Center that the responsible company personnel ensures that, on each type of turbo jet aircraft, gross weight reduction, V1 speed adjustments, and/or additional runway length required are applied when operating on wet, slush, or snow covered runways in accordance with the Certificate Holder's design.
Sources: AC−91−6A
9. Check at the aircraft cockpit by observing the flight crew, that when operating under FAR Part 91, no person operates a turbine powered transport category airplane certificated after September 30, 1958 contrary to the Airplane Flight Manual, or take off that airplane unless the takeoff weight does not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway gradient, the ambient

	temperature and wind component at the time of takeoff, and, if operating limitations exist for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determines are designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(3) 10. Check at the aircraft cockpit that the flight crew ensures that, on each type of turbo jet aircraft, gross weight reduction, V1 speed adjustments, and/or additional runway length required are applied when operating on wet, slush, or snow covered runways in accordance with the Certificate Holder's design. *Sources:* AC−91−6A 11. Check at the Training Center that the responsible company personnel provides training to ensure that, on each type of turbo jet aircraft, gross weight reduction, V1 speed adjustments, and/or additional runway length required are applied when operating on wet, slush, or snow covered runways in accordance with the Certificate Holder's design. *Sources:* AC−91−6A 12. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a turbine−engine−powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or operated that airplane unless the takeoff weight did not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations existed for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determined were designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(3)	
2.	Were the Certificate Holder's policies, procedures, instructions and information, contained in its manual, for the Aircraft Performance Operating Limitations followed?	☐ Yes ☐ No, Explain
3.	Were the Aircraft Performance Operating Limitations controls followed?	☐ Yes ☐ No, Explain

4. Did the records for the Aircraft Performance Operating Limitations comply with the instructions provided in the Certificate Holder's manual? *Related Performance JTI's:* 1. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the elevation of the airport of takeoff was within the altitude range for which maximum takeoff weights have been determined in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(2) 2. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless normal consumption of fuel and oil in flight to the airport of intended landing resulted in a weight on arrival not in excess of the authorized maximum landing weight for the elevation of that airport in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(3) 3. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the elevations of the airport of intended landing and of all specified alternate airports were within the altitude range for which the maximum landing weights have been determined in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(4) 4. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a turbine−engine−powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or operated that airplane unless the takeoff weight did not exceed the takeoff weight specified in the Airplane Flight Manual for the elevation of the airport and for the ambient temperature existing at the time of takeoff in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(1) 5. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a turbine−engine−powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or operated that airplane unless normal consumption of fuel and oil in flight to the airport of intended landing and to the alternate airports resulted in a weight on arrival not in excess of the landing weight specified in the Airplane Flight Manual for the elevation of each of the airports involved and for the ambient temperatures expected at the time of landing in accordance with the Certificate Holder's design. *Sources:* 91.605(b)(2) 6. Check at the Records Repository that the load manifest contained	☐ Yes ☐ No, Explain

the following information concerning the airplane at takeoff time: The maximum allowable weight for that flight that must not have exceeded the least of the following weights: (1) Maximum allowable takeoff weight for the runway intended to be used (including corrections for altitude and gradient, and wind and temperature conditions existing at the takeoff time). (2) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with applicable en route performance limitations. (3) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with the maximum authorized design landing weight limitations on arrival at the destination airport. (4) Maximum takeoff weight considering anticipated fuel and oil consumption that allows compliance with landing distance limitations on arrival at the destination and alternate airports.
Sources: 121.693(b)(1); 121.693(b)(2); 121.693(b)(3); 121.693(b)(4)

7. Check at the Records Repository that, when operating under FAR Part 91, no person has operated a turbine−engine−powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or operated that airplane unless the takeoff weight did not exceed the weight shown in the Airplane Flight Manual to correspond with the minimum distances required for takeoff, considering the elevation of the airport, the runway to be used, the effective runway gradient, the ambient temperature and wind component at the time of takeoff, and, if operating limitations existed for the minimum distances required for takeoff from wet runways, the runway surface condition (dry or wet). Wet runway distances associated with grooved or porous friction course runways, if provided in the Airplane Flight Manual, may be used only for runways that are grooved or treated with a porous friction course (PFC) overlay, and that the operator determined were designed, constructed, and maintained in a manner acceptable to the Administrator in accordance with the Certificate Holder's design.
Sources: 91.605(b)(3)
8. Check at the records repository that when operating under FAR Part 91, no person has operated a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the takeoff run, in the case of airplanes certificated after September 30, 1958, and before August 30, 1959 in accordance with the Certificate Holder's design.
Sources: 91.605(b)(4)(i)
9. Check at the records repository that when operating under FAR Part 91, no person has operated a turbine powered transport category airplane certificated after September 30, 1958, contrary to the Airplane Flight Manual, or take off that airplane unless where the takeoff distance includes a clearway, the clearway distance is not greater than one−half of the runway length, in the case of airplanes certificated after August 29, 1959 in accordance with the Certificate Holder's design.

	Sources: 91.605(b)(4)(ii) 10. Check at the records repository that when operating under FAR Part 91, no person has operated a turbine powered transport category airplane certificated after September 30, 1958, unless, in addition to the requirements of paragraph (b) of this section: 1) The accelerate−stop distance is no greater than the length of the runway plus the length of the stopway (if present). 2) The takeoff distance is no greater than the length of the runway plus the length of the clearway (if present). 3) The takeoff run is no greater than the length of the runway. *Sources:* 91.605(c)(1); 91.605(c)(2); 91.605(c)(3) 11. Check at the Records Repository that, when operating under FAR Part 91, the records reflect that no person has operated a transport category airplane (other than a turbine−engine−powered airplane certificated after September 30, 1958) unless the takeoff weight did not exceed the authorized maximum takeoff weight for the elevation of the airport of takeoff in accordance with the Certificate Holder's design. *Sources:* 91.605(a)(1)	
5.	Were the process measurements for the Aircraft Performance Operating Limitations effective in identifying problems or potential problems and providing corrective action for them?	☐ Yes ☐ No, Explain
6.	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions and information that are related to this element?	☐ Yes ☐ No, Explain

EPI SECTION 1 − PERFORMANCE OBSERVABLES −Drop Down Menu
1. Personnel.
2. Tools and Equipment.
3. Technical Data.
4. Procedures, policies or instructions or information.
5. Materials.
6. Facilities.
7. Controls.
8. Process Measures.
9. Interfaces.
10. Desired Outcome.
11. Other.

EPI SECTION 2 − MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES	
Objective: To determine if the person identified by the Certificate Holder having responsibility and/or authority for the Aircraft Performance Operating Limitations is qualified, knowledgeable, and recognizes that responsibility and/or authority. (The person with the authority may or may not be the person with the responsibility.)	
Tasks	
To meet this objective, the inspector must accomplish the following tasks:	
1 Identify the person who has overall responsibility for the Aircraft Performance Operating Limitations.	
2 Identify the person who has overall authority for the Aircraft Performance Operating Limitations.	
NOTE: If no personnel or major program changes (as defined by the Principal Inspector) affecting the responsibility or authority attributes for this element have occurred since the last SAI and/or EPI was accomplished, then do not perform tasks 3 − 6. Answer questions 2.1 &2.2, and provide the name/title.	
3 Review the duties and responsibilities for the person(s) who manage the Aircraft Performance Operating Limitations documented in the Certificate Holder's manual.	
4 Review the appropriate organizational chart.	
5 Discuss the Aircraft Performance Operating Limitations with the management personnel identified in Tasks 1 and 2.	
6 Evaluate the qualifications and work experience of the management personnel identified in Tasks 1 and 2.	
Questions	
To meet this objective, the inspector must answer the following questions:	
2. Are the following aspects of the Management Responsibility and Authority Attributes addressed for the Aircraft Performance Operating Limitations:	
2.1 Is there a clearly identified person who is responsible for the quality of the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain Name/Title:
2.2 Is there a clearly identified person who has authority to establish and modify the Certificate Holder's policies, procedures, instructions and information for the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain Name/Title:
2.3 Does the responsible person know that he/she has responsibility for the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.4 Does the person with authority know that he/she has authority for the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.5 Does the person with responsibility for the Aircraft Performance Operating Limitations process meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable

2.6	Does the person with authority to establish and modify the Aircraft Performance Operating Limitations process meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.7	Does the person with responsibility understand the controls, process measurements, and interfaces associated with the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.8	Does the person with authority understand the controls, process measurements, and interfaces associated with the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.9	Does the responsible person know who has authority to establish and modify the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.10	Does the individual with authority know who has the responsibility for the Aircraft Performance Operating Limitations process?	☐ Yes ☐ No, Explain ☐ Not Applicable

EPI SECTION 2 − MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES −Drop Down Menu
1. Assignment of responsibility.
2. Assignment of authority.
3. Does not understand procedures, policies or instructions and information.
4. Does not understand controls.
5. Does not understand process measurements.
6. Does not understand interfaces.
7. Span of control.
8. Position vacant.
9. Other.